



## NOTES

**GALVANIZING:** Galvanize all bolts, nuts, washers and pipe sleeves in accordance with AASHTO M 232.

**PAYMENT:** Handrail is paid for by the linear foot, which is full compensation for all resources necessary to complete the item. The General Layout shows the number of linear feet of Handrail for payment. Use posts and plates conforming to AASHTO M 270 Grade 36 and tubing conforming to ASTM A500 Grade B. Use anchor bolts conforming to AASHTO M 314 Grade 36, nuts conforming to AASHTO M 291 Grade A and washers conforming to AASHTO M 293.

**ERECTION:** Set the rail parallel to the top of barrier. Adjust the rail to the proper rail height using rail post shims.

**PAINTING:** Paint all posts, structural tubing and plates (except as noted) in accordance with the Standard Specifications. Galvanizing the posts, structural tubing and plates in accordance with AASHTO M 111 is allowed.

**EXCEPTIONS:** Use details shown on this drawing only as they apply to the project. Anchorage details may vary. Refer to other drawings for variations in these details.

**FABRICATION:** Consider this rail system an ancillary item for the purposes of fabrication. Meet the requirements of subsection 1.3.6 of AASHTO/AWS D1.5.

**SHIMS:** Place shims as necessary to adjust the rail to grade. Place the shims between fiber reinforced pads with the slots toward oncoming traffic.

**FIBER REINFORCED PADS:** Use fiber reinforced pads meeting the requirements of subsection 711.16 of the Standard Specifications. Size and position the pads so that not less than 1/2" of the pad protrudes on all sides of the base plate. Punch slotted holes in the pads to match the base plate.

**FINISHING:** Finish the top of the barrier under each rail post to a smooth and uniform surface to assure a proper alignment of the post and a tight fit between the fiber reinforced pad and concrete. Bush hammering is acceptable only to remove high spots.

**CONCRETE BARRIER:** See Dwg. No. SBR-BRR for additional barrier details.

**RAIL WEIGHT:** For informational purposes only, the rail weight is approximately 15.4 lb/ft.

DRAWN	10-1-09	T. J. B.
CHECKED	8-26-10	N. N. M.
APPROVED	8-26-10	D. F. J.
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